

**CHAMBER COMMITTEE
FINALLY AGREES ON
CONSOLIDATION PLAN**

Report Favoring Combining
City and County Govern-
ments Goes to Trustees.

WOULD END DUPLICATION

Scheme Provided for Equitably Tax-
ing Country Property on Basis of
Amount of Municipal Service.

Although the committee appointed by the Portland Chamber of Commerce to investigate the feasibility of consolidating the city and county governments, Friday reached a compromise agreement on a report to be submitted to the chamber's trustees next Wednesday; the report today had not been signed. Chairman W. J. Clements expressed his opinion that it would be signed, however, inasmuch as it represented, with certain emendations, virtually the unanimous opinion of the committee.

The report as it will be presented to the chamber, providing the signatures are affixed, follows:

First. We favor the consolidation of the city and county governments of Portland and Multnomah, providing one set of officers, and eliminating all duplications of service.

Second. For the purpose of taxation, the territory to be embraced in the new city of Portland shall be divided into three or four zones, and the rates of taxation in each of these be fixed according to the extent of municipal service rendered in each, the effect being to provide a lighter tax in the rural zone than for the municipal zone, where a multitude of municipal services is demanded and must be paid for.

Third. We favor one election for all municipal officers, on the basis of first, second and third choice; full four-year term for all officials; and if it is regarded expedient, granting permission to affix the names of the candidates on the ballots, their political affiliation since but one election only be held.

Fourth. We recommend that seven commissioners be elected, making two additional ones for the present five now provided for in the city charter, the sixth commissioner to be given general charge of the educational work and institutions of the county, and the seventh to be given the same general power over public work in the rural districts that the present county commissioners are vested with.

Fifth. We believe that the following duplications of offices, and such other offices as deemed advisable, should be consolidated as a part of the consolidation work to be undertaken: County and city treasurers, one office; city and county auditors, one office; sheriff and chief of police made one official; all constables to be abolished; all justices of the peace to be abolished and the district judicial power to be vested in the municipal court or courts as the needs of the community demand; the police or sheriff serving processes; city and state attorneys to be united in one office; county commissioner offices to be abolished; the one rural commissioner to exercise their duties; road and street work now divided between the city and county to be consolidated to be vested in the department of public works.

Sixth. We respectfully suggest that if you desire the committee to continue the work which it has undertaken, that you authorize them to employ the services of some attorney to draw the necessary bills and make such research as may be necessary.

**O. A. C. ENROLLMENT
SHOWS AN INCREASE
OVER LAST SEASON**

Noticeable Feature Is In-
crease in Number of Stu-
dents With 4 Years' Work.

(Special to The Journal.)
Oregon Agricultural College, Cor-
vallis, Or., Oct. 17.—The total number of students enrolled in the Oregon Agricultural college to date this year is 1673, as compared with 1577 last year. This is an increase of 6 per cent.

The largest increase is recorded in the departments of home economics and agriculture. In the engineering courses the enrollment is about the same as last year, the total being 286, compared with 273. The ratio of men to women is two to one.

One feature is the large increase in the number of students entering with four year high school work. Sixty-one students have entered from other institutions, there being 37 different colleges and universities represented, such as the universities of Oregon (8), Wyoming, California, Minnesota, Iowa, Illinois, Willamette, and the state agricultural colleges of Indiana, Oklahoma, Kansas, Iowa, Washington, Massachusetts, and Ontario.

All the countries in Oregon are represented, 36 different states and territories and 11 foreign countries. The countries from which the largest number are enrolled are: Multnomah, 246; Marion, 70; Lane, 55; Linn, 49; Clackamas, 44; Jackson, 43; Yamhill, 42; Douglas, 31.

From other states, the largest number enter from California, with a representation of 121, Washington following with 104. From Idaho there are 23; Illinois, 17; Colorado, 9; Indiana, 8; Kansas, 7; Massachusetts, 7; New York, 6; Iowa, 6; Ohio, 6. The total number registered from other states and foreign countries aggregates 419.

**Burglars Make
Monthly Visit**

Centralia, Wash., Oct. 17.—A. Jaaska, who owns a store at the junction of the Milwaukee and O.W. R. & N. tracks, a mile and a half from Rochester, was held up by an unknown bandit at closing time last night, the man making a getaway with about \$200. Jaaska's driver and another man were in the store at the time. The bandit lined all three up against the wall, and after first taking the storekeeper's purse, took all the cash there was in the till.

On the night of September 14, Mr. Jaaska was held up in a similar manner and robbed of \$50.

In a famous German animal park there have been erected life size models of the huge beasts of prehistoric times.

THE GREAT NEW SEA-PORT FLAVEL

At the mouth of the **COLUMBIA RIVER** is destined to be one of the most important cities and sea-ports on the Pacific coast. Nature in the beginning decreed it so, and the **BIG TRANSPORTATION COMPANIES ARE NOW PREPARING TO MAKE IT SO.** With over 1,200,000 square miles of the most productive territory in the world, all of which is tributary and down grade to **FLAVEL**, it must be evident to the most skeptical mind that a big percentage of shipments of the Northwest, that will be transferred from rail to ship, must ultimately be made from this point.

Can You Wonder That "Flavel" Is Being Utilized? Read—

"FLAVEL" is at the terminus of the only down-grade haul, both by water and rail, on the Pacific Coast.

"FLAVEL" is at the terminus of a water competitor (the Columbia River) that is forcing the railroads to use the gravity route to the sea.

"FLAVEL" is on one of the finest fresh-water, oceanside, landlocked harbors in the world, and the only one on the Pacific Coast.

"FLAVEL" is nearer the Orient by 294 miles on the round trip than is Seattle.

"FLAVEL" is nearer the Orient by 846 miles on the round trip than is San Francisco.

"FLAVEL" is nearer New York or Liverpool on a round trip by 600 miles than any point on Puget Sound.

"FLAVEL" is the point where two ships of the same speed, leaving New York or a European port, arriving at the mouth of the Columbia River at the same time, the one landing at "FLAVEL" can discharge and load her cargo and be on its way to its destination before the ship bound for Puget Sound reaches the Seattle harbor.

"FLAVEL" is that interchange where two passengers, leaving Seattle on the Shasta Limited, bound for San Francisco, the one routed via "FLAVEL" on the Hill steamers, will arrive in San Francisco before the through passenger arrives on the Shasta Limited.

NO OTHER CITY IN THESE UNITED STATES HAS SUCH ADVANTAGES.

When Going to Our City Stop at the Flavel Hotel, One of the Finest Hotels in the Northwest

The Reading Matter on Our Trade Mark Sets the Stamp of Approval Upon



Flavel Will Make These Statements Come True

Louis W. Hill, president of the Great Northern, standing on the ground at **FLAVEL**, where the Hill terminals are now being built, said: "This is undoubtedly the place from which the grain shipments of the great Columbia River Basin will be made—you have the situation here unquestionably."

Collis P. Huntington, late president of the Southern Pacific, said, that the mouth of the Columbia River was the only natural outlet to the Pacific Ocean.

C. S. Mellen, former president of the Northern Pacific, stated that the Columbia Harbor had every advantage and must become a great city.

A. A. Schenck, assistant chief engineer of the New York Central said, whoever controlled the line to the mouth of the Columbia River, would forever control the transportation problem of the Pacific Northwest.

James J. Hill has ratified his predictions by building one of the finest gravity route railroads from Spokane to the sea and is now building his mammoth terminals at **FLAVEL** to dock his \$5,000,000 steamships that will ply from **FLAVEL** to San Francisco.

William P. Clough, chairman of the Board of Directors of the Northern Pacific, made the statement that train schedules of the Great Northern, Northern Pacific and allied lines will be rearranged throughout the Northwest so that passengers leaving Puget Sound, Spokane, the interior or Eugene in the morning will be able to reach **FLAVEL** by evening, there to embark on the great steamers of the Hill interests when they are put into operation and reach San Francisco the next evening. He decided that this district merited recognition and a quick and easy way to travel between here and San Francisco.

E. J. M. Nash, special representative for the Royal Mail Steam Packet Co., one of the largest steamship companies in the world, in substance said: Low cost and quick dispatch will become more than ever the guiding factor in routing steamships when the Panama Canal route is opened, the faster ships carrying passengers, including emigrants, should be able to load and unload in the Columbia Harbor, for they will not go up the river to Portland, there would be no objections to ships coming to the Columbia Harbor to debark emigrants, as they would save two days' time as compared with Puget Sound. Such freight as apples should be shipped very largely from Oregon to Europe and this class of cargo requires fast steamers and could only be shipped from the Columbia Harbor.

IT BEHOOVES THE INVESTOR TO HEED THESE STATEMENTS

Free Factory Sites Adjoining the Hill Docks and Terminal Yards See Us About Them

PRICES, TERMS AND CONDITIONS

\$250 to \$500 Lots, \$50 Down and \$10 Per Month } 10% Discount for Cash
\$850 Lots, \$150 Down and \$20 Per Month } 10% Discount if You Build in 60 Days

Flavel streets require very little grading, as they lie perfectly level. The view is magnificent, and it is one of the most healthful locations on the Pacific Coast. A great stretch of terminal yards, which are to be used by the Hill System, extends along the waterfront at **FLAVEL**, affording abundant room for all needs of commerce between rail and ship. The channel in front of **FLAVEL** needs no dredging, as we have ample depths of water for the largest ships afloat. The properties we have set aside for free factory sites lie adjoining the waterfront, giving the very finest facilities, both from a water and rail standpoint, as the Hill trackage, yards and docks are directly in front and adjoining these properties. Considering the location and its advantages, **FLAVEL** is probably unequalled in the United States for the purpose of a great maritime city.

BY WRITING US, WE WILL BE PLEASED TO SEND YOU LITERATURE, WITH PLAT, PRICES AND ORDER BLANKS, SO THAT YOU CAN ORDER YOUR LOTS BY LOT NUMBER AND BLOCK NUMBER AS LOTS AND BLOCKS IN FLAVEL ARE ALL NUMBERED, SO THERE WILL BE NO CHANCE FOR MAKING A MISTAKE WHEN ORDERING FROM ORDER BLANK. THIS PROPERTY IS NOT AN ADDITION TO FLAVEL—IT IS THE ORIGINAL TOWNSITE—AND A STUDY of the PLAT WILL SHOW YOU THAT ANY LOT IN FLAVEL IS CONSIDERED CLOSE-IN PROPERTY.

WARRENTON-ASTORIA TOWNSITE CO. (Inc.)

EXCLUSIVE AGENTS

For the Flavel Land and Development Company, the Largest Holders of Property at the Mouth of the Columbia.

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DAVID DODGE

**Flavel Office, Flavel Hotel
C. M. Hemphill, Flavel Oregon**